




Speech By  
**Hon. Brent Mickelberg**

**MEMBER FOR BUDERIM**

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Record of Proceedings, 26 August 2025

**APPROPRIATION (PARLIAMENT) BILL; APPROPRIATION BILL; STATE DEVELOPMENT, INFRASTRUCTURE AND WORKS COMMITTEE, REPORT**

 **Hon. BA MICKELBERG** (Buderim—LNP) (Minister for Transport and Main Roads) (3.57 pm): The Crisafulli government is delivering for Queensland. This budget process was another opportunity for us to contrast 10 years of decline under those opposite with the 10 months of delivery under the Crisafulli government. If we needed any more proof that Labor is not up to the task of government, we need look no further than the performance of the opposition during the recent budget estimates hearings for my portfolio of transport and main roads. Sitting on the State Development, Infrastructure and Works Committee was a former transport minister, no less. This former transport minister spent the best part of 15 minutes challenging his former director-general to some bizarre picture association game.

**Mr Mellish:** It's a bus.

**Mr MICKELBERG:** I would say to the member for Aspley that if he does not know how to recognise a train then it is time for him to hand in his resignation to the Leader of the Opposition.

Unlike those opposite, we are delivering. I was pleased to outline to the committee the Crisafulli government's plan for the Wave and how it will benefit the people of the Sunshine Coast. We had two decades of Labor promising to deliver heavy rail to the Sunshine Coast—to Caloundra by 2015 and to Maroochydore by 2020—and in the first 10 months of the Crisafulli government we have already started the procurement for stage 1 of the Wave to Caloundra.

Best case, if I consider the former government's position, that is where Labor were going to stop. Labor's plan was to turn Caloundra into a car park. That was unacceptable to the people of Caloundra—I know the member for Caloundra knows that—and it is unacceptable to our government. That is why we are pressing on with stage 2 to Birtinya and have already started planning for stage 3, which will not end at Maroochydore but go all the way through to the Sunshine Coast Airport by 2032.

The Crisafulli government will also deliver the Mooloolah River Interchange as part of the Wave. Locals have been waiting for decades to see the MRI delivered, but after Labor withdrew the funding—backed by the former transport minister; one of his first acts when he came into the portfolio—we are getting that project back on track.

Our government's public transport ambitions also extend to the Gold Coast. I was pleased to update the committee on the Logan and Gold Coast Faster Rail project. In the last 10 months the Crisafulli government has awarded the contract for design and preconstruction—something that Labor could not do in their 10 years in government. They mismanaged that project. They kept Queenslanders in the dark about a massive cost blowout. We are getting on with the job of delivering Logan and Gold Coast Faster Rail.

Talking about cost blowouts, let's talk about Cross River Rail for a minute. The committee heard a very important contribution from the CEO of the Cross River Rail Delivery Authority about what the former minister knew about delays to that project. The member for Aspley would like to say that he was

completely unaware of delays but let's look at what the CEO of the Cross River Rail Delivery Authority—his CEO when he was the minister—said in estimates. He stated—

The member—

for Aspley—

was the minister at the time, so we were providing briefings. In the period leading up to September 2024, we had entered a stage where quite significant industrial activity was happening. By September we had moved from 21 days of protected industrial action to 54 days. At that stage, it was becoming quite evident—and I briefed the government at the time—that the project was under threat and that the contractor was experiencing financial distress. We briefed the government at that time that the construction timeframe for delivery was slipping and that there was an expectation that construction may not be completed. Again, I point out this was after 54 days of protected action and completion of construction could have been as late as 2027.

That was at that time. That cat is out of the bag. Labor knew before the election that Cross River Rail could not be finished when they said it would be finished. They knew there were additional delays, but they did not tell Queenslanders. To update the House, there ended up being 148 days lost due to the CFMEU's industrial action—lost productivity caused by the CFMEU, aided and abetted by those opposite.

My job as Minister for Transport and Main Roads is to reverse the decline that we saw under Labor and get Cross River Rail and all of the other projects back on track. In 10 months the Crisafulli government has been doing that. That includes being honest and open with Queenslanders—something that those opposite also could not do.

Unfortunately, because of some shenanigans from those opposite, I did not get the opportunity to make a closing statement at estimates. As I did not get that chance, I would like to thank the secretariat and the committee for their work during the estimates process. I thank all those in my department involved in the preparations for estimates.

*(Time expired)*